

HON. JOHN E. WEEKS
Governor of Vermont

The flood of November 3, 1927, was the greatest disaster in the history of our beautiful State.

Fertile farm lands were ruined, transportation lines in the affected areas were completely demoralized and business was wiped out. It was indeed a hopeless situation to meet with winter hovering in the offing. But Vermonters are not those to be daunted or broken by hopelessness. With unbelievable courage our people started to reconstruct and rehabilitate and not for a moment did they yield to a spirit of demoralization.

We are already looking forward to a return of normal, contented days, with which Vermont was blessed before this terrible catastrophe.

John E. Weeks.

Governor of Vermont.

THE VERMONT FLOOD

The little State of Vermont has had its troubles before. As early as 1775 when this territory was part of The New Hampshire Grants, The Green Mountain Boys vigorously defended their land against the conflicting claims of invading New Yorkers. This armed resistance to law disturbed England, while the sentiment in Vermont is engraved upon the tombstone of William French at Westminster:

Here William French his body lies
For Murder his Blood for Vengeance cries
King George the Third his Tory Crew
Tha with a Bawl his Head shot threw
For Liberty and his Country's good
He lost his life his dearest blood.

For thirteen years Vermont was an independent republic. In spite of its feud with New York it joined with the Thirteen Colonies in the rebellion against England. Eventually (in 1791) it was admitted to the Union on its own terms as the fourteenth state.

Vermont's greatest gift to the nation has been her sons and daughters. Such men as President Coolidge, Admiral Dewey, Horace Greeley and Thomas Davenport, inventor of the electric motor, have nobly portrayed the spirit of Vermont which "carries on" in the face of all odds.

The flood of November 3 and 4, 1927, took the people of the State unawares. "Where can you find a more beautiful spot, or a better place to live?" they used to say. "We never have floods or tornadoes. Don't make a lot of money, perhaps, but we live a rich, full, and peaceful life."

Then the deluge! People pressed back against the hills in alarm at what they thought could not happen. But it did. Billions of tons of water poured down through the valleys for two days, leaving general destruction in its wake. The inhabitants waded back through the mud to their ruined homes, awe-stricken. Then, dashing away a tear, but with a smile on their lips, they fell to work.

Vermonters will not be downed. "Think we had better give this State back to the Indians, Bill?" "I do not choose to do so. No sir! Not by a jugful." And so, Vermont carries on.



SCENE AT CAVENDISH, VT.

Showing course of wild torrent through the heart of the town, where 7 houses were swept away and a huge gorge, 150 ft. deep and 500 ft. wide, remains. Federal engineers estimate it would require \$1,500,000 to rebuild the highway here.



SHOWING 28 BOX-CARS USED TO FILL WASHOUT ON THE RUTLAND RAILROAD AT CLARENDON, VT.

CAUSES OF THE FLOOD

By F. E. HARTWELL, Meteorologist, U. S. Weather Bureau, Burlington, Vt.

Consideration must be given to the fact that October was a wet month in Vermont. The total rainfall was about 50 per cent. above normal and well distributed throughout the four-week period. Consequently the ground became soaked so full of water that by the end of the month all rainfall was running off as surface water, with practically none entering the ground.

This was the condition when the phenomenal (for New England) rainfall of November 2, 3 and 4 occurred. The cause of this unusual precipitation may be stated briefly as the juncture of two storm areas, one from the middle Atlantic coast, which moved directly northward and the other from the upper Great Lake region which drifted eastward. These storm areas formed one elongated storm area extending from southern New Hampshire to Canadian territory just north of Vermont. From here the storm drifted very slowly, due to the presence of a large high pressure area extending northeast from Maine which effectually blocked the normal drift. As a consequence the rain area was over Vermont for about 45 hours, whereas one rarely lasts more than 18 to 24 hours over any point in this region. During this time the rainfall over much of the state was in excess of eight inches and practically all of it flowed immediately into the river systems of the state without the retarding process of first soaking into the ground and running off more gradually as would have been the case if this rain had followed a dry month instead of a wet one.

Some idea of the amount of water which such a rainfall represents may be gained by taking the Winooski basin as an example. This basin contains, roughly, a thousand square miles of surface. An average of eight inches over one square mile produces 1,858,560 cubic feet of water. On a thousand square miles this means 1,800,000,000 cubic feet of water. In three months, according to meter readings in Burlington, the average family uses from 1,500 to 2,000 cubic feet. From this it readily appears that enough water fell on the Winooski basin in 45 hours to serve one million families (equal to the entire population of New York City) for three months.

All of this water flowing into the narrow and low valleys within so short a time could have but one result: a flood which perhaps will not occur oftener than once or twice in a hundred years.

THE WINOOSKI VALLEY

The Winooski River rises in Washington County near Lower Cabot, flows southwest to a point midway between Montpelier and Barre, and thence northwest to Lake Champlain at a point just north of Burlington.

Though ordinarily peaceful enough the Winooski often overflows its banks and tears its way recklessly down the valley when Spring releases it from its long winter imprisonment.

The torrential rains of November 2 and 3, 1927, raised it to record heights. As if drunk with its new-found power, it staggered and roared its crooked way down the valley, ripping out trees, tearing away houses, barns, bridges, and gathering live stock and even human beings into its awful arms, until, spent with its Herculean effort, it passed mutteringly out into Lake Champlain.



Courtesy H. R. Paige, Burlington, Vt.

CLEANING UP AT JONESVILLE, VT.

This is typical of scenes all over the state during the month of November.

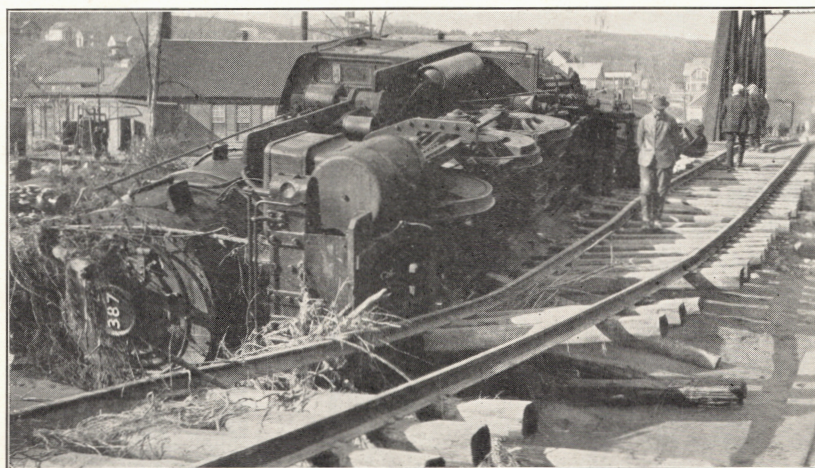
BARRE, VT.

The city of Barre, Vt., "Granite Center of the World," is situated on the Stevens River, a branch of the Winooski. Water covered two-thirds of the streets in the business section of the city.

Several casualties occurred here early in the flood. The untimely death of Lieutenant-Governor S. Hollister Jackson is described on another page. About four o'clock on the afternoon of November 3rd, four young men, anxious to help, volunteered to remove some of the stock from the basement of Rogers' Clothing Store. Suddenly the pressure of the water caved in a large section of the cellar wall, filling the basement almost in an instant. Two of the men, Gerald Brock and Ralph Winters, were drowned. The other two escaped, one of them by being washed directly toward the cellar stairs. The other happened to be on or near the stairs at the time. The bodies of Mr. Brock and Mr. Winters were not recovered until two days later when it was possible to pump the water from the cellar.



THE GASOLINE TRUCK SHOWN HERE FLOATED DOWN THE STREET UNTIL ROPED TO A TELEPHONE POLE BY ITS DRIVER, MR. F. E. DREW.



CENTRAL VERMONT SWITCH ENGINE

The above is one of two engines which were toppled over at Barre, Vt., when the tracks beneath them were undermined by the rushing waters.



TO MY BROTHER HOLLISTER

A man who was clean inside and outside ; who neither looked up at the rich nor down on the poor ; who could lose without squealing, and who could win without bragging ; always considerate to women, children and old people ; who was too brave to lie, too generous to cheat and too sensible to loaf ; and who took his share of the world's goods and let other people have theirs, is my true knowledge of you.

H. NELSON JACKSON.

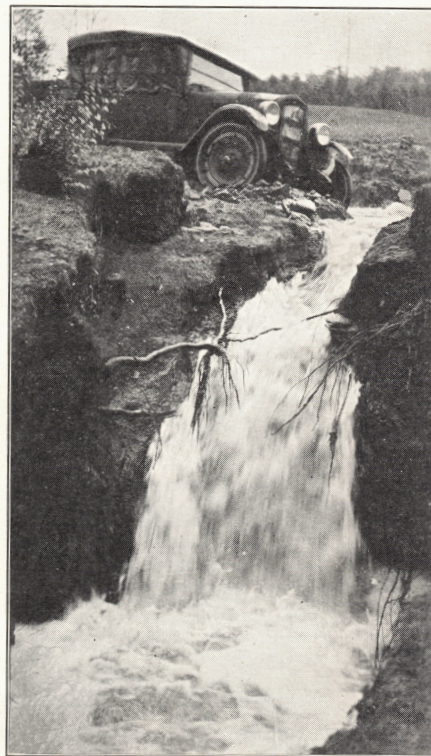
Burlington Daily News, November 14.

BARRE, VT.

Where Lieutenant-Governor S. Hollister Jackson met his death. The car in the foreground was abandoned by Mr. Jackson when his engine stalled in the water. In attempting to wade on through to his home (in the background) he either stepped or was carried into the deep hole shown below. His body was found in Potash Brook at least a mile away.

The news of Lieutenant-Governor Jackson's death was sent out from an amateur radio station in Barre, operated by George Cruickshank and after being relayed it was received by another amateur station operated by A. L. Kent, at Binghamton, N. Y.

The dispatch picked up in Binghamton was signed by L. A. Kelty, Montpelier, correspondent for The Associated Press, and was the first news received in New York State of the Vermont Flood.



THE GULLEY IN WHICH MR. JACKSON LOST
HIS LIFE

MONTPELIER, VT.

BY R. F. WELLS

The water began to flow into the streets of the capital city at about 4 o'clock Thursday afternoon, November 3, both the main stream of the Winooski River and its North Branch, which flows under State Street, having overflowed the banks. Automobiles were caught in the rising tide and had to be abandoned in the streets, while merchants and shoppers were obliged to seek refuge on the second floor of downtown buildings before 6 p. m., all chance of getting home having been cut off. The water rose three feet an hour at times, by actual measurement.

There were hundreds of people compelled to spend two nights in the upper floors of the business blocks in the center of the city, in some cases without food, but only one life was lost, Byron Nelson, a clerk in the Dwinell Hardware Company store, being swept out into the street when he went downstairs to close a door. The water stood twelve feet deep above the street level in Main and State Streets, flooding even the second floors of some of the lower buildings, reaching its greatest height about midnight on Thursday and falling only gradually during the day—Friday. Some prisoners of the flood were taken out in boats late Friday afternoon and others not until Saturday morning, when the water was wholly out of the streets.

There was no electric light anywhere in the flooded area. Telephone and gas service was entirely cut off, also. With candles, kerosene lanterns and electric flashlights, the people watched the waters rise through Thursday night, not knowing when houses might be lifted from their foundations and washed away, as several of them were on Elm Street and its adjoining streets, while barns and garages and débris of all kinds went floating by in the raging current, bumping into stout structures with a crash that shook them. It was a night of terror.

Morning showed Montpelier in the center of a lake of water. The city was without telephone or telegraph communication until Saturday afternoon. The work of rescue and of feeding those who were marooned in houses and business blocks went on through the day (Friday), while houses on high ground sheltered the homeless. The members of some families were separated twenty-four to thirty-six hours.

Saturday morning showed the full extent of the desolation wrought, light buildings swept away, houses undermined and tipped at strange angles.

Ten of the fifteen bridges in the city were carried out or weakened so they could not be used and great gaping holes were washed out by water where once there had been lawns and streets and sidewalks. And wreckage deposited everywhere, with a covering of silt from six to eight inches deep wherever the flood had come.

The loss was heaviest in the business section, where every store was ruined, only one or two small grocery stores on the side streets on high ground escaping damage. But there was food enough in the city for an emergency supply and open-air markets were started Friday afternoon. The local Red Cross took hold of the situation at once and requisitioned all food supplies, issuing it on ticket to householders, the quantity based on the number in the family, including refugees.

MONTPELIER, VT.



Courtesy E. T. Houston, Montpelier

CORNER OF STATE AND MAIN STREETS, MONTPELIER

Above photograph was taken after the water had receded about three feet. It reached just to the top of the sign above the Montpelier Candy Kitchen.



Courtesy E. T. Houston, Montpelier

LOOKING ALONG MAIN STREET TOWARD MONTPELIER AND WELLS RIVER RAILROAD TRACKS

City Hall on the left. The tops of several automobiles can be seen just above the water. This picture was taken after the water had receded several feet.

NORWICH UNIVERSITY, NORTHFIELD, VT.

BY COL. CHARLES A. PLUMLEY, *President.*

My attention has been called to a statement recently made by Mr. William F. Harris, the National Red Cross Director, who is in charge of affairs in Vermont's flood area, who said:

"The outstanding feature in the whole flood area was the rescuing of sixty-seven lives by the student body at Norwich University."

My attention has also been called to the special official report of Adjutant General Johnson of the State of Vermont made to Governor John E. Weeks with respect to the flood situation. He says:

"The work of the cadets at Norwich University on the night of the flood would be a story of heroism and effort that would emblazon the pages of any history, and, later with shovel and mop, (they) assisted in making the flooded homes of Northfield again inhabitable."

The statements made concerning the work which was done by the cadets of Norwich University are not at all overdrawn. As individuals and as a unit, in the line of their duty as they saw it they worked night and day for approximately one hundred hours, without thought of themselves or expecting or hoping for reward or appreciation.

No one who was not present can visualize or comprehend what a night and day of danger and of adventure the Corps of Cadets experienced. They all showed the stuff that was in them and over and over again they demonstrated the value of the training which they receive.

This business of saving lives and of protecting property was to them all in the day's work. They took it as a matter of course and really had no idea that they were heroes. Unless one has at some time had a similar experience or an opportunity to observe the devastated area it is difficult to comprehend or appreciate the dangers encountered, or to realize how great a part such organization and discipline as was exemplified by the Corps of Cadets played during the dark days.

They are entitled to every bit of the credit which has been so generally and generously accorded.



Courtesy Capt. A. T. Lacey, Northfield

NORWICH CADETS CLEANING UP AT NORTHFIELD, VT.

WATERBURY, VT.

The Winooski overflowed its banks during the afternoon of November 3. At five o'clock it was above the highest previous water mark within the memory of the oldest inhabitant. A little later the course of the river was diverted, due to the wreckage piled against the Duxbury bridge at the east end of the town, and the rushing torrent poured down the main street of the village. From seven until nine it rose at the rate of four feet an hour and from that time on, at about one foot an hour until it reached its highest point at 4 o'clock Friday morning, November 4. It is estimated to have been from 15 to 18 feet above any previous high-water mark on record.

Many abandoned their homes entirely. Twenty-three refugees spent the night in the tiny cabin of the Rev. Robert Devoy, high on the hillside overlooking the Winooski Valley. Scores of others were marooned in the upper stories of their homes and were rescued by boats throughout the night and early morning. About 400 people were sheltered in the High School building which was on high ground with its heating plant unimpaired. Many were taken in at The Tavern and Waterbury Inn.

One of the saddest incidents occurring at Waterbury was that of the Harry N. Cutting family. When water reached the second floor, Mr. Cutting built a raft of doors from his house and attempted to take his wife and three small children to safety. For a little way they went safely along the street. Then, in the darkness, the raft struck some object and capsized. The bodies of the children in the arms of their mother were recovered from the bushes bordering the yard of the Waterbury State Hospital. Mr. Cutting barely saved himself by catching hold of a tree as he swept past, and climbing into its branches where he stayed until rescued in an exhausted condition early the following morning.

With the dawn came the revelation of destruction. Houses, barns and bridges were gone or left twisted about at odd angles. The water receded at the rate of a foot an hour, and on Friday evening mud was everywhere. It covered the streets, sidewalks, floors and furniture. Automobiles were buried in it. It was a sight that none will forget.

The first thought in the morning was food and this was prepared and served in the dry basement of the Congregational Church. "Work or Starve" was the slogan and all who worked were issued tickets for the Community Mess at the church.

Waterbury was cut off from communication in all directions except to Stowe. Relief first reached them from Burlington late Saturday night through Smuggler's Notch. News of Waterbury had been taken into Burlington by Robert Lance of Stowe, and a party of five including H. A. Thompson, C. P. Smith, Jr., Paul Raine, H. L. Ford and Mr. Lance returned to Waterbury with 600 loaves of bread. There followed during the night truckloads of supplies from the Burlington Red Cross, and mule trains from Fort Ethan Allen. Communication was established through a portable radio broadcasting set brought in from the Fort. Mr. Thompson carried back to Burlington several hundred telegrams, the first messages to leave Waterbury, bringing news to anxious friends and relatives.

WATERBURY, VT.



Courtesy F. H. Tims, Morrisville

BEFORE

The occupants of the house shown here were Mrs. J. R. Arkley and her daughter. When they first noticed water coming into the yard—at supper time—Miss Arkley hurriedly backed their car from the garage and drove it to higher ground. Mrs. Arkley freed the stock in the barn, returned to the house for coats, and was assisted through water, waist-deep, to safety.

Two men, coming to offer help, took what furniture they could to the second floor. One of them escaped. The other, George Sherman, was carried away on the roof of the barn and drowned.



Photo by R. S. Ryan, Albany, N. Y.

AFTER

The barn and kitchen were torn from the rest of the house and entirely demolished. The house lodged against some trees a few rods away, completely blocking the highway. Water reached a depth of about three feet on the second floor.

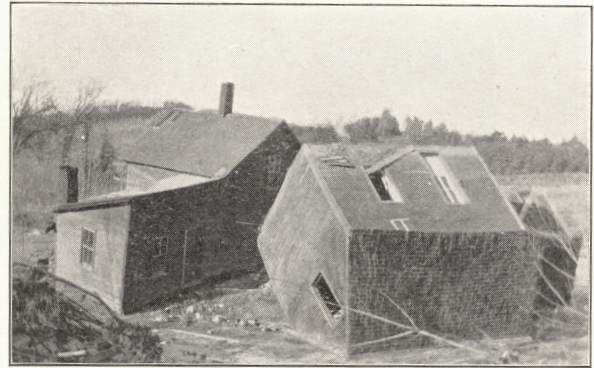
During the night three men were washed downstream from the direction of Middlesex, and clung for hours in some trees which were then in midstream. Their pitiful cries for help could not be answered, and in the morning they were gone.

WATERBURY, VT.

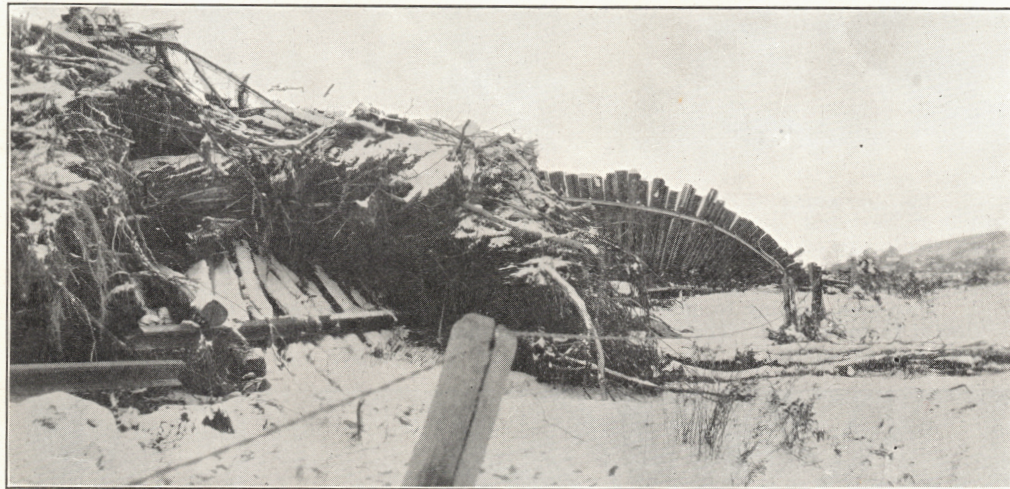


MAIN STREET IN WATERBURY, VT.

Note the fire station in the background moved into the middle of the street, also the outside coffin boxes in the foreground. These nailed together and used as rafts were the means of saving many lives.



BUILDINGS ON STOWE STREET OWNED BY CHARLES WOODWARD



Courtesy H. R. Paige, Burlington, Vt.

SECTION OF THE CENTRAL VERMONT RAILROAD BETWEEN BURLINGTON AND MONTPELIER

Note the temporary telephone or telegraph wire in the foreground.



STATE HOSPITAL LAUNDRY

Showing only the roof of the laundry visible above the debris piled against it. Although water covered the second floor of the hospital, only one of the 500 patients was lost. One hundred and twenty-one prize Holstein cattle and six horses perished in the stables of this institution.



DUXBURY BRIDGE AT WATERBURY

Floating boards and trees dammed the water against this structure. The final smashing blow which sent it crashing into the river bed was delivered by the wooden bridge between Middlesex and Waterbury as it came floating down the river.

Some idea of the swiftness of the current can be gained by noting the distance of this heavy steel structure from its foundation.

BOLTON, VT.

At Bolton water began to flow over the road at about 9 o'clock in the evening. It rose steadily and houses began to go at 2 o'clock the following morning.

Mr. and Mrs. William Agan, who live on the bank of Joiner Brook, a branch of the Winooski River at Bolton, heard the home of their neighbor, John May, come scraping and bumping down the highway past their house at about 2.30 A. M. From the upstairs window, where he was marooned, Mr. Agan could see Mr. May with a lantern peering out of a second story window. He seemed to be confused and, as he went by call out, "Where am I?" "You're at Agan's," came the reply and then, "This is Jack May. We're gone! Good-bye," and seconds later the house was caught in the smashing torrent of Joiner Brook and hurled against the railroad bridge pictured below, where it was completely demolished.

John May's body was found about a mile below Bolton. Those of his wife and three of his children were recovered from the débris of their house piled against the railroad culvert. The fourth child has not been found, and due to the snow which now carpets Vermont, it may be spring before it is recovered.

Another house, that of Mr. Fortune, met its doom at this railroad culvert. In it perished Miss Maude Lovell and Mr. Fortune's two young daughters. The father was away from home at the time.

A short distance farther east, the residence of Ernest Haussman, and his wife was carried away. Mr. and Mrs. Haussman both perished.

It was near here that the now famous Hayes' Boarding House disaster occurred. This house was owned by Arthur Perkins and rented by Mrs. Lawrence Hayes who boarded about twenty men employed on the new concrete highway being constructed through this section. No one knows just how many perished when this house was picked up by the swollen waters and carried down stream, but the number is conservatively estimated at between 15 and 18. Only one of those occupying the house at the time escaped. The building crossed the Central Vermont Railroad tracks east of Joiner Brook and disappeared into the black night, moving toward swifter water.



Courtesy H. R. Paige, Burlington, Vt.

CULVERT WHERE MAY AND FORTUNE HOUSES WERE DEMOLISHED



BOLTON, VT.

THE WILLIAM AGAN FARMHOUSE AT BOLTON

The May home floated directly down the road in front of this house. Joiner Brook shown in the foreground.

Courtesy H. R. Paige, Burlington, Vt.



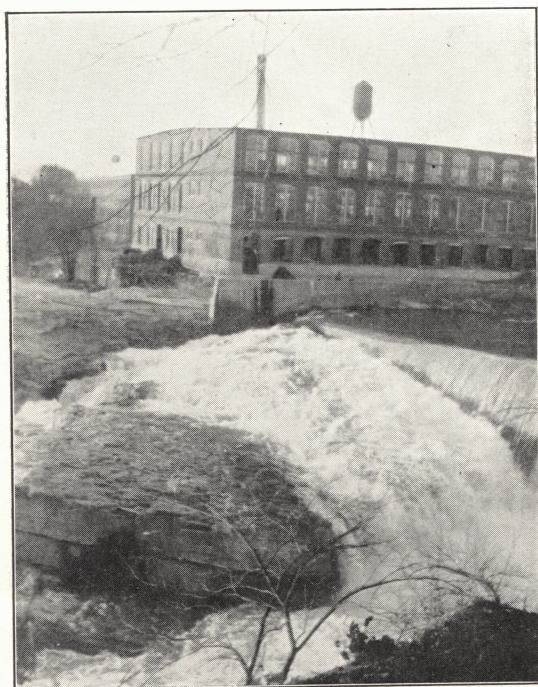
DEAD HERD ON AGAN FARM AT BOLTON, VT.

Courtesy H. R. Paige, Burlington, Vt.



HUSBAND AND SON OF MRS. HAYES WHO WAS LOST IN THE BOARD- ING HOUSE DISASTER

Courtesy H. R. Paige, Burlington, Vt.



WINOOSKI, VT.

(Left.)—American Woolen Mill and dam at Winooski, Vt., after water had receded. The damage to the American Woolen Co. property was estimated at \$1,000,000. Comparison of the height of the water with that in the picture at the bottom of the page may give some idea of the tremendous rise of the river.

The same mill and dam are shown below at flood height. To the best of our knowledge, this picture shows the water at its greatest height. It was taken in a pouring rain. A mare and colt went over this dam, the mare holding her colt's mane in her teeth.



WINOOSKI---BURLINGTON



Courtesy H. R. Paige, Burlington, Vt.

BRIDGE BETWEEN WINOOSKI AND BURLINGTON

The above picture was taken at 11.00 A. M., November 4, while the water was still rising. Scores of men with trucks fought to save the structure but it was a hopeless task.



Courtesy H. R. Paige, Burlington, Vt.

SITE OF ABOVE BRIDGE LATER

This bridge went out at 2.30 P. M., November 4, with a resounding crash and snapping of telephone and electric light cables. The building on the left was dynamited in an effort to provide more space for the raging waters and to save the bridge.

WINOOSKI---BURLINGTON



PONTON BRIDGE AT WINOOSKI

Courtesy H. R. Paige, Burlington, Vt.

Erected by the U. S. Government and put into service on November 12, eight days after the highway bridge went out. This bridge was shipped from Washington, D. C., via Rouses Point, N. Y., to Essex Junction, Vt. It arrived on the morning of November 11 and was installed and ready for traffic at 1.30 A. M., November 12.



Water again rose on December 1 and carried out 10 of the 15 boats in the pontoon bridge. Photograph was taken as they went out. Abutment of old highway bridge may be seen in upper left corner.



Courtesy H. R. Paige, Burlington, Vt.
UNIVERSITY OF VERMONT STUDENTS AT WATERBURY, VT.



Courtesy E. R. Denio, Bristol, Vt.
MIDDLEBURY COLLEGE STUDENTS AT WATERBURY, VT.
The men were quartered in the High School building shown in the background.

MIDDLEBURY COLLEGE

The following is an excerpt from a letter received by President P. D. Moody of Middlebury College from one of the Waterbury inhabitants:

"Words cannot express the gratitude of the people of Waterbury for the wonderful service so willingly given by the students of Middlebury College.

"It has not been an easy task, but a service gladly and cheerfully rendered, and I hope you and the boys who have gone over there feel that Waterbury is most grateful."

UNIVERSITY OF VERMONT

One hundred and fifty students from the University of Vermont began the work of rehabilitating Waterbury. The amount of hard work and real good that these men accomplished was described by a resident of the town as "beyond all hope or expectation." One of the most disagreeable jobs was that of burying dead animals. Tasks like these, which had been turned down by hired laborers, were accomplished by the fighting spirit of the "Green and Gold."

DARTMOUTH COLLEGE

The little town of West Hartford on the White River, seven miles north-east of White River Junction, Vt., was almost wiped out by the recent flood. Seven houses on the river side of the street were carried out completely and the main street was piled high with wreckage. Dartmouth College students tackled the job of cleaning up the town with the same fine spirit shown in their athletic activities. The residents of West Hartford will long remember their cheerful and valuable assistance.



Photo by R. S. Ryan, Albany, N. Y.

WRECKED HOME AT WEST HARTFORD, VT.

Dartmouth College students cheerfully attacked such jobs of cleaning up débris as that pictured above.



Courtesy Vt. Marble Co., Proctor

Proctor railroad station during flood nearly submerged by flow of water rushing from nearby cut. Workman's shanty can be seen wedged under the station roof. Stalled train in background.

A RESCUE AT PROCTOR, VT.

By JOHN WRIGHT

Southbound Rutland R. R. Train, No. 88, twenty-two carloads of milk for the Boston and New York markets, had passed the Proctor station at 4.20 P. M., Thursday, November 3, running about fifteen minutes late. No. 88 is scheduled to meet the Montreal flier at Proctor, and usually is given the right of way. Orders today, however, were to lay over on the siding just south of Proctor, and allow No. 65 to proceed north over the main line.

The hundred miles from Alburg had been a nerve-racking run for Engineer La Parle. Eighty-eight is a fast train, and in a blinding rain and strong wind instructions are always to "Proceed with caution!" Both men in the cab were thinking with more than usual pleasure of the end of their journey in the Rutland yard six miles beyond.

The last of the twenty-two cars and the dead-head came to a stop on the siding. An hour passed. Two hours. Word came that No. 65 had backed into Rutland, after getting as far north as Center Rutland. "Back into the Proctor yard," were the dispatcher's orders, relayed from the Proctor ticket office. But by now the track under the rear cars had begun to settle, and it was impossible to move more than a few feet forward or backward. The rear end of the train was not far from the Proctor station, and close to high ground on either side. The conductor and brakeman were able to escape with the help of Train No. 26, which had been summoned hurriedly from Florence. But the engineer and fireman, a long distance ahead, were compelled to stick to the cab.

Anxious, bitter-cold hours until midnight, when the water had risen knee-deep on the floor of the cab. There was no choice now but to climb through the window to the top of the cab.

Meanwhile rescue parties were gathering on the high ground to the west near the Humphrey farm. A raft had been nailed together, and George Geno accompanied by Albert Johnson began the perilous trip across the raging stream, one end of a 500 ft. rope fastened to the raft, the other end held on shore. Half way across, they were caught in a whirlpool, and came to grief in a cluster of trees. Try as they would, they were unable to dislodge the heavy raft.

Mr. La Parle and Mr. Langell were aware of the attempts being made to rescue them. They had seen the flashing lights and heard the shouting. The realization that the attempt had failed must have been a bitter one. They were numb with cold, and wet to the skin.

The marooned men felt that if help did not come soon they would succumb to the cold. Suddenly a rowboat could be seen, proceeding cautiously upstream in the early morning light. It was Mr. Henry Collin, whose past experience in the handling of a boat assured him he could reach the marooned men, in spite of grave fears expressed on shore that his light craft would be swept over the falls. Minutes passed that seemed like hours to the exhausted prisoners on the roof. They watched the boat now swinging rapidly to the engine side.

"It wasn't so bad," said Mr. Collin sometime later. "I've always known how to handle an oar. I was a little scared when the old boat scraped over the telephone wires. For a second I didn't know whether I could cross them. The men were frozen nearly to death when I brought them back. Then I went out after George Geno and Albert Johnson, who were still on the raft. Those fellows took a big chance trying to navigate a raft across that stream."



Courtesy Vt. Marble Co., Proctor

RUTLAND RAILROAD MILK TRAIN, MAROONED JUST SOUTH OF PROCTOR

Engineer La Parle and Fireman Langell were rescued from the top of the engine cab. The boy at the rear of the engine is pointing out the high-water mark.

RUTLAND, VT.

BY JOHN WRIGHT

Early in the afternoon of November 3 the man in the street stopped to remark, "Some rain!" That was as near as most people in Rutland came to appreciating what the continuous downpour of thirty-six hours held in store for them, until about five o'clock when the entire city was thrown into darkness by the flooding of the Vermont Hydro-Electric power plant.

By seven o'clock Rutland was virtually isolated from the outside world, trains and automobiles finding it impossible to enter or leave the city. Telephone officials announced that they could accept only emergency calls to restricted areas, poles and wires being down in nearly every direction. Telegraph companies inaugurated twenty-four hour service, and were soon swamped with messages.

Company A, National Guard, firemen, and volunteers worked frantically through the night with boats and ladders rescuing hundreds of families stranded in the second stories of their dwellings in the lower part of the city. At Center Rutland, the home of Mrs. Roger Reilly was swept away by the tremendous current of Otter Creek. John Cebula, member of a rescue party, gave his life in a heroic effort to help his neighbors, being carried off by the huge waves battering the highway bridge. The D. & H. railroad trestle was torn from its foundation, and plunged, a twisted wreck, to the foot of the falls.

The state armory, near the head of West Street, was converted into headquarters for most of those who had been driven from their homes, and others were cared for by private families living on higher ground.

After an all-night vigil, the city found itself without gas for heating or cooking, and the drinking water heavily polluted. The morning *Herald*, in hardly recognizable form, owing to the failure of the usual sources of heat and power, devoted its scant four pages to stories of terrible washouts in Proctor and Cavenish, rumors of death and suffering throughout the state, warnings of emergency measures, and reports of railroad trains marooned outside of Rutland. Travelers, determined to reach their families at any cost, dragged themselves into the city on foot with accounts of almost unbelievable disasters they had witnessed on the way.

Saturday afternoon the whole city was thrown into a near-panic by frequent and recurring rumors that the 1,000-acre Chittenden dam was in momentary danger of collapsing under the unprecedented strain of the mountain torrents. Quiet was eventually restored following authoritative reports broadcast that a trifling seepage at the East Pittsford dam had been discovered and effectually controlled.

By Saturday night, Moon Brook and Otter Creek had receded enough to allow many refugees to re-enter the homes they had abandoned. Announcement came that the Red Cross agent was already on his way, and with assurance of immediate help from emergency organizations, hundreds who had suffered most began the task of making their homes inhabitable again.

Final reports showed a total of four lives lost and property ruined or damaged to the extent of \$500,000.

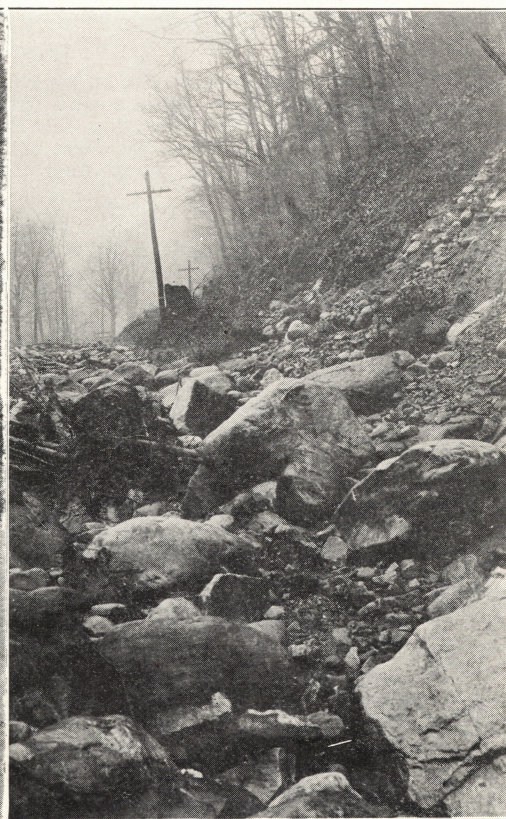


SPRUCE STREET, RUTLAND, VT.

In the lower section of the city where hundreds of families were obliged to abandon their homes, with the help of rescue parties in boats.



BEFORE



AFTER

Courtesy Brehmer, Rutland

Beautiful Mendon Road ruined by the flood. Thousands of people will recall this once delightful highway leading from Rutland through the Green Mountains to White River Junction.



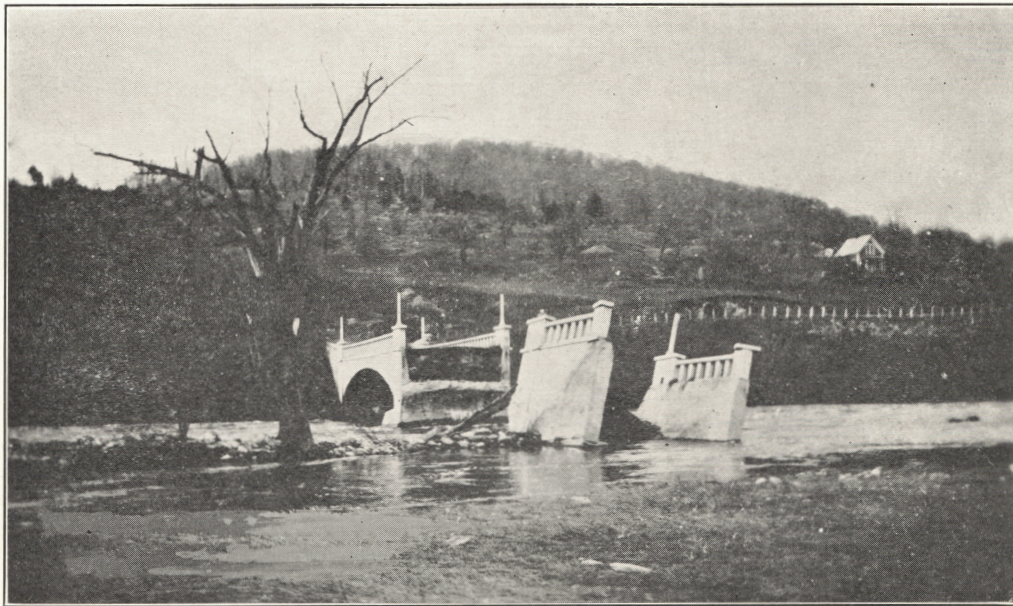
RICHFORD, VT.

The force of the flood waters of the Missisquoi River at Richford, Vt., are graphically pictured above as they rushed madly through the opening left after destroying the bridge. The loss of this connecting link effectively divided the town into two sections. Above photo clearly indicates the force of the water which was also evident during the night of November 3rd in many other places throughout Vermont.



BRIDGE AT ENOSBURG FALLS

The Missisquoi, not to be outdone by its larger brother, the Winooski, stamped its mark of destruction on the cement bridge and power-house shown above at Enosburg Falls. Another bridge—a long covered one—floated three miles down the river and was left high and dry at this town.



INTERNATIONAL BRIDGE, EAST RICHFORD, VT.

Ruins of the International Bridge connecting the United States with Canada at East Richford, Vt. Tourists will have difficulty in recognizing this once beautiful monument to engineering skill.



MAIN STREET, ORLEANS, VT.

Looking south from in front of the Post Office. The immense damage to the town can be conjectured from this photograph, which well shows the swiftness of the current.



LYNDONVILLE, VT.

Center Street, Lyndonville, Vt., showing truck caught by the water. Hundreds of cars were stalled on the highways all over the state. A number of wrecked automobiles have been found whose owners have not been located.



JOHNSON, VT.

The above photo, taken near Johnson, Vermont, is typical of the devastation wrought by the flood along the Lamoille River. The damage to the town of Johnson was very great. By some it is considered equal to that at Waterbury.



WHITE RIVER JUNCTION, VT.

Photocraft Co., Lebanon, N. H.

Birdseye view of White River Junction, Vt., looking across the White River from "Tafts Flats." Many people were rescued in boats in various parts of the city.



WHITE RIVER BRIDGE, WHITE RIVER JUNCTION, VT.

Photocraft Co., Lebanon, N. H.

The White River Bridge at "The Junction" withstood an almost unbelievable battering. Débris was piled high against its side, and people watched for hours expecting to see it go out.



WELLS RIVER, VT.

Flooded house and washed-out gasoline tanks at Wells River, Vt. Water covered the streets throughout the business section, doing a great deal of damage to cellar stocks.



Courtesy C. E. Bellmare, Burlington

BRIDGE AT RANDOLPH, VT.

Remains of the beautiful new concrete highway bridge at Randolph, Vt.

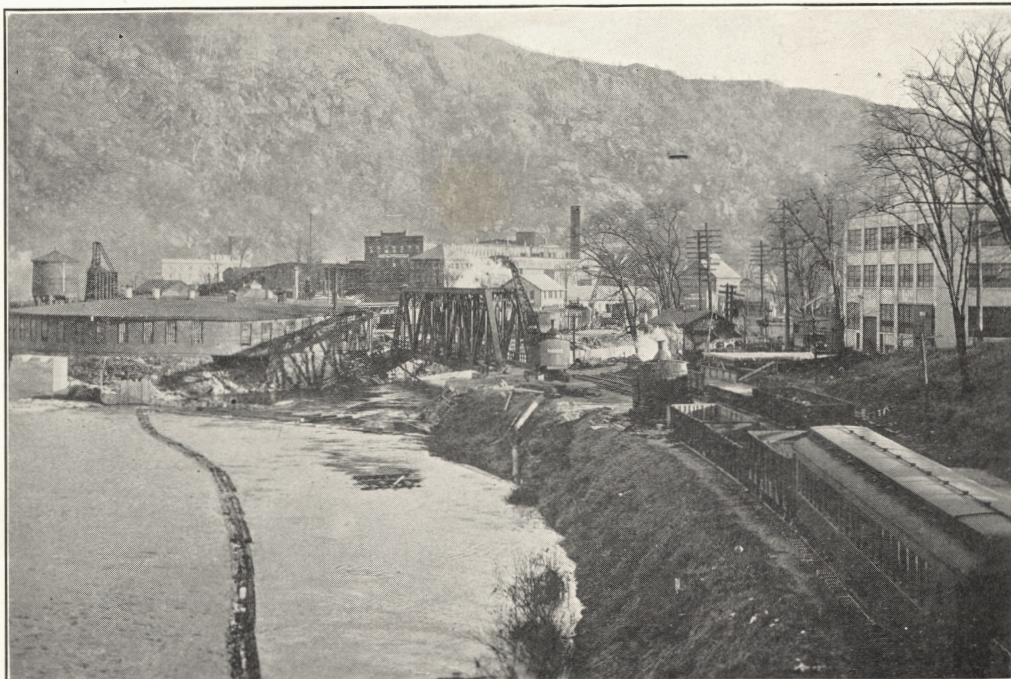


Photo by James Studio, Bellows Falls.

BOSTON AND MAINE ROUNDHOUSE AT BELLOWS FALLS BEFORE THE FLOOD



Photo by James Studio, Bellows Falls.

THE SAME ROUNDHOUSE DURING THE FLOOD

Great fear for the safety of the town of Bellows Falls was caused by water pouring through the railroad tunnel which passes under the business section. Heroic work in filling the mouth of the tunnel with sandbags and turning the course of the river at another point probably saved the town, but unfortunately diverted the water into No. Walpole, which suffered a heavy loss.



Courtesy C. E. Bellmare, Burlington

Central Vermont Railroad Bridge north of Bethel, Vt. Hundreds of miles of railroad throughout the state were severely damaged and scores of bridges taken out entirely. The damage to the C. V. was so great that it is now in the hands of a receiver. The Ambassador, crack train of the Central Vermont, operating between Boston and Montreal, was stalled at Roxbury, north of Bethel, on the afternoon of the flood.



This was a familiar sight immediately after the flood. Silt entered the tightest compartments of the cars. Many, of course, were washed away and wrecked beyond repair.



MORRISVILLE, VT.

Suspended house at Morrisville, Vt. Not so badly damaged as some of its neighboring towns, Morrisville turned its attention to the feeding of Johnson. The women of Stowe (eight miles south of Morrisville) cooked and baked throughout the night, and when morning came the men carried food to the stricken town of Waterbury.



MILTON BRIDGE SITE

This was an important connecting link on the highway between Burlington and St. Albans. The village of Milton lost a whole row of stores just at this end of the bridge.



Courtesy A. E. Haseloff, Burlington

From left to right: Senator FRANK L. GREEN, Secretary of Commerce HERBERT HOOVER, Governor JOHN E. WEEKS, Vice-Chairman of American Red Cross JAMES L. FIESER, Senator PORTER H. DALE, and Congressman E. W. GIBSON.

At President Coolidge's recommendation, Herbert Hoover made a trip over the flooded Vermont district in mid-November, gathering data and making important recommendations for rehabilitation.

PROGRESS REPORT

Tangible losses suffered on 690 Vermont farms as a result of the flood of November 3, 1927. Survey and compilation made by members of the Agricultural Extension Staff of the University of Vermont by authorization and direction of Hon. John E. Weeks, Governor of the State of Vermont.

	Number of Farms Losing	Amount Lost	Estimated Value
Land	552	7056 Acres	\$351,793
Houses	178	187	146,695
Barns	182	200	183,470
Other Bldgs.	146	257	79,135
Tools	126		68,475
Cattle	76	1704	149,625
Horses	35	71	
Hogs	57	469	
Sheep	9	202	29,231
Poultry	134	7215	
Hay	209	7372 Tons	
Silage	23	1508 Tons	82,424
Grain	96	102 Tons	
		17503 Bu.	29,907
Fuel	130	50 Gal. Oil	
		2535 Cords Wood	144,054
Food	152		
Furniture and Clothing	122		
Miscellaneous	119		85,348

*\$1,350,157

*This amount is estimated to be only 75% of the total tangible loss.

THOMAS BRADLEE,
Director.

CASUALTIES

Reports have come to the Flood Survey Committee that the following 55 lives were lost during the flood. It has been impossible to verify these reports, and, therefore, this list is undoubtedly incomplete. Further reliable information will be welcomed by R. M. Ross, Chairman Flood Survey Committee, Montpelier, Vt.

<i>City or Village Reporting</i>	LIVES LOST	<i>Number of Persons</i>
CHITTENDEN COUNTY		
Bolton		12
Burlington		1
LAMOILLE COUNTY		
Johnson		3
Wolcott		1
ORLEANS COUNTY		
North Troy		2
RUTLAND COUNTY		
Pittsfield		1
Rutland		1
WASHINGTON COUNTY		
Barre		7
Duxbury Corners		8
Montpelier		1
Waterbury		12
WINDSOR COUNTY		
Royalton		3
Sharon		3
TOTAL		55

PROPERTY LOSS AND DAMAGE

Summary of estimated property losses and damages to December 5, 1927, as reported to Governor John E. Weeks by Vermont Flood Survey Committee.

ROBERT M. ROSS, *Chairman.*

<i>Number</i>	AGRICULTURAL DIVISION <i>Losses and Damages</i>	<i>Total</i>
690 Farms	\$1,350,156.00	*\$1,350,156.00
HIGHWAY AND BRIDGE DIVISION		
Highways	\$2,483,916.00	
1,258 Bridges	4,579,082.00	\$7,062,998.00
INDUSTRIAL DIVISION		
264 Establishments	\$5,558,900.00	†\$5,558,900.00
CITIES AND VILLAGES DIVISION		
137 Cities and Villages	\$6,403,651.00	
12 Railroads and Electric Railways	3,901,200.00	
Vt. State Hospital at Waterbury	400,000.00	
Telephone and Telegraph Companies	319,050.00	
3 Gas Companies	30,400.00	\$11,054,301.00
GRAND TOTAL		\$25,026,355.00

* Estimated this will reach \$1,800,000.00.

† Estimated this will reach \$7,000,000.00.

CHANDLER